THE TORNADO.

Humors of the Great Gate in Boston. A correspondent, writing from Boston, gives the tollowing description of the humors of the great

gale:

A man entering the Boston and Maine depot, in Haymarket square, suddenly had his coat tails lifted by the wind, and a pocket-book containing \$36 slipped out, was taken up by Edius, and whisked out of sight, to the great grief of the owner.

While the gale was at its greatest fury, a gentleman had occasion to pass across Washington street, near Blackstone, where he met a youngster on horseback, leading another horse. The horses were frighteend at the fury of the elements, but the youngster, and in the distribution of the gentleman.

undismayed, shouted out to the gentleman:-ster! will you just kick that horse, and make him start up?" The request was not complied with under he circumstances.
As Chief Engineer George B. Eaton, of the Cam-

As Chief Engineer George B. Eaton, of the Cambridge Fire Department, was following in the wake of an engine on his way to answer an alarm of fire, the vehicle on which he was seated with a friend was blown from the street, turned completely over and landed upon the sidewalk, without material injury to either party or to the horse.

Several persons imagined themselves struck by failing objects. Four men rushed into one drug store with their hands to their heads and war wook.

Store with their hands to their hears, and were much surprised to learn that they were not bruised in the least. All along the doorways, huddled in grotesque groups, and smiling at the provoking awkwardness of their situation, were men and women, boys and girls, the old, the young, the ugly, and the fair, all on an endality then, just as they were caught, some with umbrellas which they dare not spread, and

The ancient, historic, and storm-scarred eim, which has withstood the shocks of the winds for centuries did not, as we have said, go down. For a wonder, it was not materially damaged, although one large limb was dissevered and fell to the ground ope large limb was dissevered and fell to the ground beyond the fence which inclosed it. The limb which was blown off was upon the northwestern side, and was not so large but that it was readily dragged away upon the grass plot to the northward, by order of the City Forester. A policeman was stationed by it, to prevent it from being torn into splinters by the curiosity-hunters, who flocked to the spot during the evening, hoping to secure some part of the fallen purevening, hoping to secure some part of the fallen por-tion as a memento of the historic tree. As it was, the branch was speedily stripped of every twig and l and only a bare and crumpled branch was left the policeman's guarding. The old free must have feit the strain to its very centre, but il was impos-sible to tell (during the evening) how vitally it was injured. The ground beneath was entirely covered with its leaves and twigs, which were easily gathered by a crowd of boys and young men, and there was scarcely an inch of the elm wood remaining. It was really touching and poetic to see the policeman standing alone by the wrecked branch, while the gas-light dickered down upon the scene of devastation, perceivable on every hand. The old tree has long been the object of greatest in-terest upon the Common, having been found there large and vigorous by the founders of the city, and it is by far the oldest historic tree of New England. It is in its veriest old age, and, but for the artificial means of preservation which the city fathers provided years ago, would have long since perished. It met with a severe and almost ruinous shock on the 99th of June 1860, when nearly one-half of the the 29th of June, 1860, when nearly one-half of the tree was blown down; and it is really remarkable that the venerable elm was not utterly prostrated in

handsome free was torn up by the roots and thrown directly across one of the walks. BASE BALL.

last evening's storm. A few rods off, a young and

Tricks of the Field Some Canstic Criticisms on the Conduct of Crack Clubs. From the Albany Evening Journal,

During the Western and Southern tour of the Havmaker Base Bail Cub, from Lausingburg, they were matched for two games at Baltimore—one with the Pastime Club, and one, on the day succeeding, with the Maryland Club. The first-named was only an ordinarily skilful nine; the other was made up of superior players, and was considered the champion club of the Fouth. The first meeting took place, and the Haymakers were defeated. At every point the Pastimes out-batted and out-fielded them, showing superior play in every respect. Balti-moreans looked on with contempt, and won-dered how such a club had ever achieved a reputation for superior skill. If the Pastimes could vanquish them, the Marylanders would "whitewash" them on almost every inning. Consequently betting upon the game of the next day was made with large odds in favor of the Maryland Club, which the friends of the Haymakers were not slow in taking. When the contest with the Marylands took place, the Haymakers presented an altogether different front. Their pitching, catching, batting, and fielding were all of the most excellent character—absolutely without mistakes. At the close of the game, the champion Southern organization, whose Baltimore friends had so confidently anticipated its easy victory, was found to be beaten two to one. It was then discovered that the Haymakers had delibe-rately allowed themselves to be vanquished by the Pastimes on the day previous, as a gambling manceuthe betting upon the other match. ing to be regarded as peculiarly "the American game." Within two or three years past it has seen brought to a remarkable degree of perfection. Of all "the American brought to a remarkable degree of pericetion. Of all gymnastic and field sports, it embodies in a large measure the highest element of healthful exhibitration, vigorous exercise, and admirable dexterity. Properly conducted, it deserves commendation equally as a means of muscular development and of rational pleasure. We have looked upon such clubs as the Atlantic, the Athletic, the Haymakers, and the Red Stockings as missionary organizations, preaching the new property. organizations, preaching the new gospel of health in a most effective manner, and arousing an interest in a most effective manner, and arousing an interest in physical exercises for which many an otherwise dyspeptic and jaundiced youth would have reason to be thankful in years to come. But there is unfortunately too much reason for believing that this natural and laudable object is being lost sight of for others that are unworthy and discreditable. If the base ball arena is to become a sporting ring—if the skill and agility of its proficients are to be prostituted to the service of gamblers—then respectable people must cease to gambiers—then respectable people must cease to give it countenance, and the field will be abandoned, as the trotting course has, with rare exceptions, to blacklegs and sharpers. They have what is called "a national championship," open to competition by all clubs. Instead, however, of leaving it to be fairly and openly fought for, the clubs in and about New York have entered into an arrangement to keep it among themselves. The Atlantics lose it to the Mutuals, and the Mutuals pass it over to the Eckfords—though it is perfectly notorious that the Athletics of Philadelphia, the Marylands of Baltimore, the Red Stockings of Cincinnati, and the Haymarkers of Langinghus; are all vastly surgiced to the makers of Lansingburg, are all vastly superior to the last-named club. It is time that newspapers which have regard for the interests of this really admirable game should protest against such abuses. the young gentlemen of the Haymaker Club that they have won a reputation by their admirable skill which they cannot afford to sacrifice by such dis graceful "dodges" as that to which they resorted in Baltimore. One such disreputable act will indict upon them an injury which cannot be counterbalanced by many brilliant successes. As true friends, we ask of them to dignify the game bereafter by the manner in which they conduct it—to frown upon any attempt to connect them with the gambling fraternity who will always hang about the field—to prove that the sport in which they have shown themlves masters, is one entirely adapted to gen-

NAPOLEON.

Why His Sickness Disturbs the Peace of France.

From the Journal de Paris, Aug. 28. The rumors of yesterday are less serious than is the political state in which we at this moment find ourselves, and which has contributed greatly to exaggerate the alarm of the conservative classes of the Parisian population. A dangerous illness of the Emperor would at all times be a great and legitimate subject of anxiety for our country. But the circumstances of the moment naturally had the effect of regions public uneasiness to the highest pitch. We raising public uneasiness to the highest pitch. We are, in fact, and in all the force of the term, in a state of interregnum. We have neither a constitution nor any regularly organized political bodies. The fundamental compact for the moment resembles matter in a state of fusion, lacking any precise form or outline. The Senate is but an assembly, all of whose functions are in question. The Legislative Body is not assembled, and, were it necessary hastily to convoke it, for several days it still would have but a precarious existence, since the powers of a to convoke it, for several days it still would have but a precarious existence, since the powers of a great number of its members are not yet verified. Everybody agrees that our present Ministers are mere stopgaps; that their moral authority, notwithstanding that among them there are one or two eminent persons, is nearly nit. The Minister of the Interior is relaxing at the baths of Bagnieres, the Minister of War has hardly yet installed himself, and the Empress, with the Prince Imperial, have just left the continent. The whole empire therefore is at this moment concentrated in the person of the Emperor. One may literally say with the great Cornellie:

"Senl, l'Empereur est tout, et l'Empire n'est rien."
This is what causes the public's vague terror. This is what causes the Emperor to be, as it is where, hidden for a few days from the eyes of the people of Paris, for them to be selzed with a vague neasuness. It is important both for the country and for the dynasty that we should emerge with all possible speed from a condition perilous for everybody. The Senate must resolutely apply itself to the Parliamentary reform, and accomplish its work completely and promptly. The Legislative Body must be summoned at latest for the first days of October, and not moned at latest for the material for the first days of October, and not moned at latest for the lates nl, l'Empereur est tout, et l'Empire n'est rien.

be organized, of which the composition shall serve as a guarantee to the Liberal party, and which there-by shall consolidate a security that has been shaken. In short, we must have a government. But, above all, if must be done quickly. To-day is ours; to-morrow belongs to no man.

POLITICAL.

Senator Grimes, of Iowa. The Ottumwa (Iowa) Courier of the 3d contains the following:—"It is reported that the Hon. James F following:—"It is reported that the Hon. James F. Wilson has received a letter from Senator Grimes, tated at Paris, in which he says that he has resigned his place in the United States Senate, to take effect on the 1st of December next. Grimes is now in Europe for his health, and contemplates spending the winter on one of the islands of the Mediterranéan Sea." The Des Moines State Gazelle of the 5th Inst. says;—"No official announcement of this resignation has been made so far as we can learn but our conhas been made so far as we can learn, but our con viction is that it is true, as it has been pretty gene rally understood that Mr. Grimes has contemplated this step for some time. Should it prove correct the Senatorial question will have added to it still greater interest and probably still greater strife. The public and especially the politicians, will await with anxious interest the confirmation or denial of this

A Washington correspondent of the Cincinnati Commercial thinks that the trades unionists and anti-prohibitionists will get control of the Massachu-setts Legislature, and elect Colonel Greene, Demo-crat, to the Senate in place of Wilson; that neither Anthony nor Cragin will be re-elected; that Sidney Clarke is likely to come from Kausas in place of Anthony nor Cragin will be re-clected; that Sidney Clarke is likely to come from Kansas in place of Ross; that Logan has the best chance to succeed Yates; that Judge Moses, of the State Supreme Court will succeed Robertson, of South Carolina; and that Jesse D. Bright is the coming man from Kentucky. In Tennessee the Legislature will meet October 4, and the Senatorial question be decided at once. The candidates are Amirew Johnson, Emerson Etheridge, D. W. C. Senter, and Neil S. Brown, with the chances for Johnson.

THE POLITICAL CIRCUS.

Powerful Reasons Why William Furlang Should be Elected Supervisor. A Brooklyn Second warder is ambitious to figure s a supervisor in that burgh. His name is William furlong, and he cites the following irresistible rea-ons to show why he should receive the sufrages of

the Second ward Brooklynites .-# I WAS BORN IN THE SECOND WARD, or 1 WAS BORN IN THE SECOND WARD, or he counter of Mercein and Garrison streets. I was short n powerty, without knowing my father, never having seer its face. My mother died when I was live years old. From hat day until this my life has been a dark one. Throwe in the world with no one but God Ahnghu sas a father and the Virgin Mary as a mother, I had to fight life.

ttle all alone,
any one who can, on the Book of God, disprace the
following *pirmution: I will true one hundred

That I am more deserving of election than any other

man in the ward.

2 That I never danced in a ball-room in my frie.

3. That I never danced to a fire company.

4 That I never danced at a picnic in my life.

5. That I never seduced a girl in my life.

6. That I never robbed a man in the Second ward.

7. That I never was arrested in the Second ward for any

hing.

8. That I never played a game of cards or billiards in my bar room or gambling house in my life.

9. That I never drank a glass of sum, gin, or brandy except for medical purposes.

10. That I never was convicted for any unlawful act to

That I never fought a prize fight in my life.

That I never harmed any old man in the world.

That I never insulted any man, woman, or ch

ny life.

14. That I never run in debt before I was able to pay it.

15. That I never placed a stumbling-block in any young nan's way when he was trying to advance himself in the

world, except one.

16. That I was never seen on a target excursion, with any company, in my life.

17. That I was never brought up in ignorance.

18. That I never received one dollar from any man that was candidate for any office in the Second ward, or any her ward. 16. That I never received any office from any man in the

19. That I never received my office from any man in the Second ward, or any other ward.
20. That I do not owe one dollar or one cent to any one.
21. That I never refused any man, woman, or child, one cent or one dollar when I had it to give.
22. That I never insulted a shop girl going to or coming from her work.
23. That I never belonged to a base-bail club in my life.
24. That I never insulted a police officer in my life.

THE SABINE STORY.

What a French Journal Says. From the London Times.

The French papers report the execution of sever American sailors on board the Sabine, off Cherbourg, for an attempt to blow up that vessel. The account is most extraordinary, and the alleged facts are hardly credible in the absence of more precise in-

formation.

The affair is thus reported by the Journal Officiel:—
Seven American sailors have been hanged in the offing before Cherbourg, in consequence of the discovery of a conspiracy, respecting which we find the following details, in a letter addressed to the al du Harre:-The American frigate Sabin on Saturday morning a cabin-boy, on going down into the hold on some errand or other, perceived a fuse, lighted at one end, and by which the other communicated with the powder magazine. He ran up immediately to give information to the superior officers, and, as one may well imagine, the fuse was quickly extinguished. It was none too soon, for a few minutes later the frigate would have been blown to atoms. The commander of the Sabine immediately instituted an inquiry, which led to the discovery of a conspiracy, having for its object the annihilation of the American ship and the whole of her crew. The authors of this atrocions attempt did not recoil from certain death for the purpose of inflicting a frightful vengeance. Twenty-two sailors were put in trons, and seven were ordered to be lung immediately. For this purpose the commander of the Sabine communicated with the competent authority at Cherbourg, in order to procure the authorization necessary to proceed at once with the execution. This authorization having been refused, the Sabine weighed anchor and put i sea; and hardly had the vessel left the offing befor the seven wretched men were hanging from the yard arms. Human justice was satisfied, and a terrible example set of condign punishment. Several barge men who happened to be behind the mole were wit nesses of the awful spectacle.

GENERALITIES.

The Michigan Wool Clip. The Detroit Tribune has valuable statistics of the wool clip of Michigan, and arrives at these conclusions:—That the product of 1868 was from 14,000,000 to 14,500,000 pounds, while the product of 1869 is only 0,500,000 to 11,000,000 pounds. It finds that the product of the present year was marketed much mor-promptly than that of the last year, and it believe not more than ten or lifteen per cent. of the year's clip now remains in the hands of the farmers. These estimates are based upon returns collected by the Telbune from all points in the State where wool

An Immense Bon.

On Saturday afternoon the barque Zingerella, Captain Shaw, arrived at Boston from Bissau, on the west coast of Africa. She brought live boa-constrictors and four large dog-faced monkeys. The largest of the scripents is twenty-eight feet long, is of immense girth, and weighs aline hundred and ode pounds. On its arrival it had not caten for six weeks. Its last meal had consisted of twelve smal cats and a good-sized dog, which it disposed of the course of a night. On Saturday night, showin signs of hunger, a live cat was given to it, which is speedily crushed and swallowed. A second live car still remains in the cage. The wretched anima evinces extreme terror at the presence of its deadly foe. This is the largest serpent over brought to this country. It is immensely powerful, as the effects of climate have hardly yet lessened its natural vigor. The other scrpents range from twenty-three eighteen feet in length. - Hoston Advertiser.

Ship Building in France. The ship yards at Nantes turned out 29 500 tons annually for the years 1854 to 1857, and from 1864 to 1868 the construction attained annually 18,500 tons. This is considered remarkable, as since the year 1867 foreign vessels could be nationalized on pay-ment of two frames per ton measurement. For all France this duty was paid in 1868 on 106 wooden ves-

France this duty was paid in 1868 on 196 wooden vessels of 17,776 tons, and on 11 iron vessels of 6860 tons. Bordeaux and Lorient built, in 1866, 19 vessels in wood, of 8696 tons; in 1867, 18 of 6887 tons; in 1868, 18 of 4969 tons; also three gunboats and an iron steamer not measured. Havre has only one building yard, and at Marseilles the construction is limited. If Nantes was accessible to large vessels, it is stated, it was the construction would fall below that of the cost of construction would fail below that of Glasgow, the low price of labor more than compen-sating for the greater cost of iron and coal. Taxing the Mormon Church.

There has been some excitement in reference to taxing the income of the Mormon Church. Under a recent decision of Commissioner Delano, the Assessor, Dr. Taggart, required of Brigham, as trustee of the church, an income return. He first replied in the following singular manner, to wit: "We, the Government of the United States, have no know-

cellaneous church property, real estate, herds and flocks, buildings, etc. The enforcement of the law taxing the church currency attered by the city 10 per cent, has also made a fluttering, and the end is not yet, as Brigham says. Pehaps he will always beat the Government, and perhaps not,—Correspon-dent Chicago Tribune.

A Relic of Humboldt. At the "Springs" in the Park another attraction has recently been placed, it being nothing else than a precious relic of Alexander Von Hamboldt, It is a highly valuable fire screen, inlaid with mother of pearl and adorned with a faithful view of the royal castle of Potsdam, the family residence of the kings of the royal castle of Potsdam, the family residence of the kings of Prussia. It was daily used by Humboldt and highly prized by him, on account of its having been presented to him from King Frederick William IV of Prussia as a token of personal attachment and esteem. It is now the property of Mr. John Gast, of this city, who was so fortunate as to acquire it at the sale of the estate of Humboldt, at Berlin, in 1860, and who has consented to place it on exhibition "Springs," in view of the increased interest th attach to it owing to the approaching centenary cele-bration of the birth of Humboldt and the unveiling of the colossal statue of the philosopher in the Park.

Work on the Stevens Battery. The celebrated "Stevens Battery" is still at the yard in Hoboken, where her keel was laid long ago. The ban of secrecy has not yet been removed from the work on this vessel, which, nowever, is still steadily progressing. A reporter visited the yard steadily progressing. A reporter visited the yard recently, and was enabled to gain a few facts in regard to the construction of this modern marine monster. The vessel as she stands is 250 feet in length, 36 feet in breadth, and draws 27 feet of water. Her hull is composed of teak wood two feet in width, with a covering of four inches of iron, which is screwed on with copper bolts. Her decks are composed entirely of iron, and the battery which she is to carry is to consist of four guns of enormous calibre, throwing a solid ball of seven hundred pounds weight. She will solid ball of seven hundred pounds weight. have two screw propellers, and it will be impossible for her to turn within a space equal in length to that of the vessel. General McClellan is at present superof the vessel, General sected as a present super-intendent of the work, and he has one hundred and eighty men employed. The ram is to be completed during the year 1871, when it will be presented to the State of New Jersey, as a protection to New

The Prince of the Realm. The Prince of the Realm.

Prince Arthur has just visited Halifax. The street
multitude, though dazzled purblind by the lights,
recognized the Lieutenant-Governor's carriage, and
cheered the Prince out of it into the building. Thence, after dancing and supping with decorous equanimity in the midst of a conflagration of red coats which outshone the most elaborate ladies toiettes, he emerged at 2 o'clock in the morning. later, this advertisement appeared in the newspa-pers, under the general heading of "auction sales:" This day, Thursday, at 11 o'clock, at the Province Build-

250 yards best Brussels Carpet.
290 yards best Scotch Carpet.
290 yards best Scotch Carpet.
100 yards or more of Venetian Stair Carpet.
Several hundred yards colored Tarlatan and lining Cot-

ton.

These carpets have only been in use one night at the officers' ball in honor of his Royal Highness Prince Arthur, and a lot of sundries, with a quantity of nice sprace hoarding, are ordered for positive sale by the committee.

one night only, "in honor of" a boy prince! All this, to be sure, was not quite up to some things done in the winter season at the New York Academy of Music. But it was sufficient; and what clinches the matter among "the military" is that his Royal Highness expressed himself "very much pleased."

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE, Trains will leave Depot corner Broad street and Washing-Mail Train at 8:30 A. M. (Sunday excepted),

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, slopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia-Leave Baltimore A. M., Way Mail: 9:35 A. M., Express; 2:35 P. Express; 7:25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, AND BALTIMORE CENTRAL

RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimere Central Railroad.

Leave Philadelphia for Port. Deposit (Sundays excepted) at 7.00 A. M. and 4-35 P. M. Leave Philadelphia for Chadd's Ford at 7-00 P. M.

The 7-00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1-30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays ex-RAILROAD TRAINS.

1:30 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M.
Leave Chadd's Ford for Philadelphia at 6:15 A. M.
A Sunday Train will leave Philadelphia at 8:00 A.
M. for West Grove and Intermediate stations, Returning, will leave West Grove at 4:30 P. M.
Trains leaving Wilmington at 6:30 A. M., and 4:15 P.
M. will connect at Lamokin Junction with 7:00 A. M., and 4:20 P. M. Trains for Pallymore Control Med.

and 4-50 P. M. Trains for Baltimore Central Rail-Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be

secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi-dence by the Union Transfer Company. H. F. KENNEY, Superintendent. NORTH PENNSYLVANIA BAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT PITTSTON, TUNKHANNOCK, AND

SCRANTON. SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 745 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, sbarre, Mahanoy City, Pittston, and Tunk-

At 9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazleton.
At 5 "00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 6.45 and 10.45 A. M., and For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6-20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to the new Depot,
TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9-00 A. M., 2-10, 4-45, and 8-25 From Doylestown at 8-25 A. M., 4-55 and 7-95 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9 20, 10 35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.

ELLIS CLARK, Agent.

THOMSON'S LONDON KITCHENER or FUROPKAN RANGE, for families, hotels, or public institutions, in TWRNTY DIFFEREN'S SIZES, Also, Philadelphia Ranges, Hot-Air Faroes, Portable Heaters, Low-down Grates, Fireboard oves, Bath Bollers, Stew-hole Plates, Builers, Cooking oves, etc., whalsaale and retal, by the manufactorers, SHARPE & THOMSON, Swimser Sc. 209 N. SECOND Street,

RAILROAD LINES.

R SADING RAILROAD, GREAT TRUNK LINE from Philadelphia to the Interior of Pennsyl-A from Philadelphia to the interior of Pennsylvania, the Schoylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Leaving the Company's depot at Thirteenth and

Callowhill streets, Philadelphia, at the following hours:-MORNING ACCOMMODATION. At 7:00 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 5:15 P.M.

MORNING EXPRESS,
At 845 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sanbary, Williamsport, Elmira, Rochester, Niagara Falls, Buttalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Received W. dec. ingerstown, etc.
The 730 A.M. train connects at READING with

East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBI RG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Norhumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.
APTERNOON EXPRESS.
Leaves Philadelphia at 330 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION, Leaves Pottstown at 6°25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 5°40 A. M. Reurning, leaves Philadelphia at 4°20 P. M.; arrives in Pottstown at 6°40 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 A. M. and Rending at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 1845 A. M.

Returning, leaves Philadelphia at 5/15 P. M.; ar-rives in Reading at 8 P. M., and at Pottsville at 6-40

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M. and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M. telphic at 6-25 P. M.
Harrisburg Accommodation leaves Reading at 5-15 A. M. and Harrisburg at 4-10 P. M. Connecting it freading with Afternoon Accommodation south it 6-20 P. M., arriving in Philadelphia at 9-15 P. M. Market train, with a passenger car attached, leaves biladelphia at 1245, noon, for Pottsville and all way tations; leaves Pottsville at 540 A. M., connecting

at Reading with accommentation train for Philade phia and all way stations. All the above trains run daily, Sundays excented Sunday trains leave Pottsville at S.A. M., and Philadelphia at 845 P. M. Leave Philadelphia for Reading at S.A. M.; returning from Reading at 425

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 2-30 A.M., 12-45, and 4-30 P.M. trains from Philadelphia. Returning from Downingtown at 6-10 A.M., 1 and 5-45 P.M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and

15 P. M. trains for Philadelphia, returning from

5-15 P. M. trains for Philadelphia, returning from Skippack at 6-15 and 8-15 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1-05 A. M. and 150 and 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Ealfroad Express trains for Pittsburg, Chicego, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on ar-ival or Pennsylvania Express from Pittsburg at 50 and 550 A. M. and 1050 P. M., passing itead-ing at 544 and 731 A. M. and 1250 P. M., and griving at New York at 11 A. M. and 1230 arriving at New York at 11 A. M. and 12:36 and 5 P. M. Sleeping cars accompany these trains brough between Jersey City and Pittsburg without

A Mail train for New York leaves Harrisburg at 10 A, M, and 205 P, M. Mail train for Harrisburg caves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:25 A. M., and 2:15 and 4:15 P. M. SCHUYLKILI, AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at \$35 A. M. and \$20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg it 7:45 A. M. and 3:40 P. M., and from Tremont at i:45 A. M. and 5:05 P. M.

TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train.

Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia good for an day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation frains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General

uperintendent, Reading. COMMUTATION TICKETS, -A) 25 per cent. disbetween any points designed, for families

and firms.
MILEAGE TICKETS, Good for 2000 miles, be cenall points, at \$5250 each, for families SEASON TICKETS .- For three, six, nine, or welve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road

CLERGY MEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets, EURIGHT. Apouls of all dissolutions for the control of the c FREIGHT —Goods of all descriptions forwarded o all the above points from the Company's new reight depot, Broad and Willow streets. reight depot, Broad and Willow streets.

MALLS close at the Philadelphia Post Office for all laces on the road and its branches at 5 A. M., and for the principal stations only at 245 P. M.
FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE.—Dungan's Express will collect bagage for all trains leaving Phi.adelphia Depot. Orders can be left at No. 225 South FOURTH Street

or at the Depot, THIRTEENTH and CALLOWHILI

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train aving Front and Market streets thirty mingles before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Pepot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 90 Chesnut Street, or No. 116 Market street, will receive attention. receive attention. TRAINS LEAVE DEPOT, VIZ. :-

Mail Train Seo A. M. Paoli Accommodat's 10:30 A. M., 1:10 and 7:10 P. M. Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Cincinnati Express. incinnati Express..... Frie Mail and Pittsburg Express.....

Erie Mail and Pittsburg Express. 1100 P. M.
Erie Accommodation. 1100 P. M.
Philadelphia Express, 12 night,
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at So'clock.
Philadelphia Express leaves daily. Cincinnati
Express daily, except Saturday. All other trains
daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.

 Market street.
 TRAINS ARRIVE AT DEPOT, VIZ.;

 Cineinnati Express.
 2.45 A. M.

 Philadeiphia Express.
 6.20 A. M.

 Erie Mall
 6.20 A. M.
 Eric Mail 6-20 A. M., 4-05 and 6-35 P.

 Paoli Accommodation, 8 2 3
 0.25 A. M.

 Fast Line.
 9-10 A. M.

 Parkesburg Train.
 12-30 P. M.

 Lancaster Train.
 6-10 P. M.

 Eric Express.
 1-30 P. M.

 Day Express.
 1-30 P. M.

 Eric Express
Day Express
Pacific Express
Harrisburg Accommodation
For Pacific Express

FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special control.

by special contract. EDWARD H. WILLIAMS. General Superintendent, Altoona, Pa.

RAILROAD LINES.

1869. FOR NEW YOLK.—THE CAMDEN ton Railroad Companies lines from Patiadelphia and Trenton Railroad Companies lines from Patiadelphia to New York and Way Places.

FROM WAINUT STREET WHARF.

At 630 A. M., via Camden and Amboy Accom...\$2.25
At 8 A. M., via Camden and Amboy Express... 3.00
At 2 P. M., via Camden and Amboy Express... 3.00
At 6 P. M., for Amboy and intermediate stations.
At 630 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3.50, and 4.30 P. M., for Trenton.

Trenton.
A1630, S. and 10 A. M., 12 M., 2, 330, 420, 6, 7, and 1130 P. M. for Bordentown, Patrence, Burdington, Beverly, and Delanco.
A1630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton, The 1130 P. M. line leaves Market Street Ferry, (upper side). (upper side).

FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 139 and 11 A. S., 230 and 5 P. M. for Abbreville and Tullytown.
At 530 and 1045 A. M., and 230, 5, and 6 P. M. for Schenek's and Eddington.
At 730 and 1045 A. M., 230, 4, 5, and 6 P. M., for Cotawell's, Torresdale, Holmesburg, Tarony, Wissinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations. PROM WEST PHILADELPHIA DEPOT.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City, Fare, \$3:25, At 1:30 P. M., Emigrant Line Fare, \$2, At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for

Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinomag, Bridesburg, and Frankford. The 9 30 A. M., 8 and 12 P. M. (tnes will run daily,

The 9:30 A. M., 8 and 12 P. M. (ones will run daily, All others, Sundays excepted,

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at the sout, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.
At 7:00 A. M. for Niagara Falis, Boifalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Schooley's Morntain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations. ermediate stations CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 5 50, 5, and 6 50 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Femberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown,
At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent,

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 956, 10, 11, 12 A. M., 2, 154, 154, 4, 4 35, 5 05, 554, 6, 652, 7, 8, 9, 10, 11, 12 M. Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4 434, 5, 536, 6, 6, 5, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 334 and 534 up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 1034
P. M.

Leave Germantown at 815 A. M., 1, 3, 6, and 9 M CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 8 %, 5 %, 9, and 11 P. M. Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40, Leave Chesnut Hill at 740, 8, 930, 1140 A. M., 140, 540, 540, 640, 840, and 1940 P. M.

ON SUNDAYS,

Leave Philadelphia at 945 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 F. M.

P25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philade phia at 6, 736, 9, and 11 05 A. M., 136,
436, 5, 556, 634, 8 05, 10 05, and 1136 P. M.
Leave Norristown at 5 40, 636, 7, 734, 9, and 11 A.
M., 136, 3, 436, 634, 8, and 936 P. M.
The 734 A. M. train from Norristown will not stop
it Mograels Ports' Landrage The 7% A. M. train from Nortistania, and Schur's Mogee's, Potts' Landing, Domino, or Schur's

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDA'S.

Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11°05 A. M., 1½, 3, 4½, 5, 5½, 6½, 655, 10°05, and 11½ P. M.

Leave Manayank at 6°10, 7, 7½, 8°10, 9½, and 11½

A. M., 2, 3½, 5, 6½, 8°30, and 10°P. M.

The 5°P. M. train from Philadelphia will stop only it School lane and Manayunk at School lane and Manayunk.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Mamayunk at 7½ A. M., 1½, 6, and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

 $\mathbf{F}_{ ext{ROAD.}}^{ ext{OR CAPE MAY, VIA WEST JERSEY RAIL}}$ Leave Philadelphia, foot of Market street, as fol-

9:00 A. M., Cape May Express, due 12:25, 3:15 P. M., Cape May Passenger, due 7:15, Cape, May Freight leaves Camden daily at 9:20 A. M. RETURNING, TRAINS LEAVE CAPE MAY. 6:30 A. M., Morning Mail, due 10:06 A. M. 5:00 P. M., Passenger, due 8:22 P. M.

Cape May Freight Train leaves daily at 6 40 A. M. TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Fickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foct of Market street, also at Camden and

Cape May.
For Millville, Vineland. Bridgeton, Sa'em, and in-For Miliville, Vineiand, Bridgeton, Sa'em, and intermediate stations, leave Philadelphia at 8:00 A. M., mall, and 3:20 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia dully at 6:00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at re-luced rates, between Philadelphia and all sta-

PREIGHT TRAINS LEAVE CAMBEN For Cape May, Millville, Vineland, etc. etc., 9-20 For Bridgeton, Salem, and way stations, 1200 Freight received at first covered wharf below

Freight delivery, No. 228 S. Delaware avenue, NOTICE. The Sunday Mail Train on the West Jersey Railroad is discontinued, WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA
RAHLROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 1-25 A. M., 9-30 A. M.,
2-30 P. M., 4-15 P. M., 4-25 P. M., 7-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 0-25 A. M., 7-25 A. M., 7-30 A. M., 10-10 A.
M., 1-55 P. M., 4-50 P. M., and 6-45 P. M.
Leave Philadelphia for B. C. Junction and Intermediate points at 12-30 P. M. and 5-45 P. M. Leave
B. C. Junction for Philadelphia at 5-30 A. M., and 1-45
P. M. Train leaving West Chester at 740 A. M. will stop

Train leaving West Chester at 7:30 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:25 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The ears of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West thester at 8-90 A. M.

Leave Philadelphia for B. C. Junction at 7-15 P. M.
Leave West Chester for Philadelphia at 745 A. M.
and 445 P. M.
Leave B. C. Junction for Philadelphia at 600 A.
M. WILLIAM C. WHEELER. General Superintendent.

AUDTION SALES.

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, ETC. On Tuesday Morning,

September 14, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, Sept. 16, at 10 o'clock, on four months' credit. 9 19 5t

IMPORTANT SALE OF CARPETINGS, OII.

CLOTHS, ETC.
On Friday Morning,
Sept. 17, at 11 o'clock, on four months' credit, about 39
pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rags, etc.
9 11 2t THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
OHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 20 Race street.

DRILL PRESS, HAND LATHEN, ANVILS, BLACK-SMITHS' TOOLS, 20-HORSE CYLINDER BOILER, SHAITHINGS, PULLEYS AND HANGERS, ETC.

On Tuesday Morning.

Sept. 14, at 10 o'clock, by catalogue, at No. 200 Race street, will be sold.—1 drill press; 2 hand lathes; lot of shatting, pulleys, and hangers; anvils; lot of blacksmiths' tools; lathies; patterns one 20-horse cylinder boiler; beam scales; lot of machine tools, such as taps, dies, etc. 27 &

WALNUT PARLOR (RAMBER, DINING AND SITTING ROOM FURNITURE, Velvet, Brussels, Ingrain and Venetian Carpots, Mattresses and Bedding, Refrigerator, Stoves, China, Glassware, etc.

On Wednesday Morning,

Sept. 15th, at 10 o'clock, at No. 250 South Eleventh st., will be sold, the Furniture of a family declining house-leeping, comprising the entire furniture of parlor, chamber, dining room, library and kitchen; tegether with the velvet, tapestry, ingrain and Venetian carpets, which are in good order.

in good order.
Catalogues ready on Tuesday at the auction store.
The furniture can be examined after 8 o'clock on the
morning of sale.
2132t

Sale at No. 1930 Green street.
WALNUT AND MAHOGANY PARLOR, CHIAMBER, DINING-ROOM AND KITCHEN FURNITURE, CARPETS, CHINA, GLASSWARE, ETC.

On Thursday Morning.

Sept. 16, at 10 o'clock, at No. 1800 Green street, will be sold, the entire household furniture, carpets, etc.

Particulars hereafter.

97 8t MARTIN BROTHERS, AUCTIONEERS,-

No. 529 CHESNUT Street, rear entrance from Minor. THE FIRST PHILADELPHIA TRADE SALE OF HEAVY AND SHELV HARDWARE, TABLE AND POCKET CUTLERY, ETC.

Will be held at the auction rooms, No. 529 Cheanut street, in the latter part of September.

Particulars hereafter.

Sale No. 129 Chesnut street.

HANDSOME WALNUT PARLOR, DINING ROOM,
AND CHAMBER FURNITURE, Fine French Plate
Mirrors, Rosewood Plane Fortes, Handsome Brassels
and other Carpots, French Sales, Large Quantity of
China, etc.

Sept. 15, at 10 o'clock, at the auction rooms, No. 523 Ches-nut street, elegant wainut immure, etc. 9 13 2t Alto, tinman's shears and presses, rools, etc.

Sale No. 929 Chesnut street.

LEASE, GOOD WILL, AND FIXTURES OF STORE, SUPERIOR ROSEWOUD PIANO FORTES, Cabinet Organs, Guiters, Musical Instruments, Trimmings, etc.; Lease of Building, ront \$8000 per annum; Counter, Shelving, Glass Doors, Office Furniture, Fine Show Cases, Farrel & Herring Fireproof Safe, Awning, &c. 4 Friday Morning,

17th inst., at 10 c clock, at No. 929 Chesnut street. Full particulars in catalogues.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at Sic South Fifth street.

HANDSOME PARLOE, DINING-ROOM AND CHAMBER FURNITURE, CARBINT ORGAN, HAND-SOME CHINA, GLASS, AND PLATED WARE, FINE HAIR AND SPRING MATTRESSES, BRUSSELS AND OTHER CARPETS, ETC., ETC.

On Wednesday Morning,

Sept. 15. at 10 'clock, at No. 81e South Fifth street, below Catharine street, by catalogue, the bandsome walnut parlor inriniurs, covered with hair cloth; elegant bonquet table; elegant cabinet organ, made by Estey; walnut hall and during room furniture; walnut extension dining table; handsome lounge, covered with crimson cloth; handsome china glass, and plated ware; suit handsome walnut chamber furniture made to order; fine hair and spring mattresses, bolsters, pillows, comfertables, etc.; Brussels, ingrain, and Venetian carpets; cedar chest, refrigerator, kitchen utensils, etc.

L IPPINCOTT, SON & CO., AUCTIONEERS

LARGE SPECIAL SALE 400 CARTONS BONNIET, SASH, AND TRIMMING RIBBONS. Also, SATINS, VELVETS, VELVETEENS, FLOWERS, ETC.

SATINS, VELVETS, VELVETEENS, FLOWERS, ETG.

45 PIECES BLACK DRESS SILKS.
On Thursday Morning.
Sept. 16, at 10 o'clock, on four months' credit.

LARGE POSITIVE SALE 800 LOTS FOREIGN AND DOMESTIC DRY GOODS.
On Thursday Morning.
Sept. 16, at 10 o'clock, on four months' credit. [9 13 35.

C. D. McCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC. On Thursday Morning, Sept. 18, at 10 o'clock, including a large line of city-made N. B. Sale every Monday and Thursday. [9 13 3]

BSCOTTS ART GALLERY, No. 1026 CHESNUZ

RAILROAD LINES. PHILADELPHIA AND ERIE RAILROAD,—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West Philadelphia:-

WESTWARD. MAIL TRAIN leaves Philadelphia. . . Williamsport . 7.80 A. M. S.15 P. M. arrives at Erie. ERIE EXPRESS leaves Philadelphia. ... Williamsport .11 50 A. M. 9 00 P. M. .10 00 A. M. ELMIRA MAIL leaves Philadelphia.
Williamsport. .. arrives at Lock Haven... 730 P. M. EASTWARD, MAIL TRAIN leaves Erie.
"Williamsport....
"arrives at Philadelphia... " Williamsport. 9-15 P. M.
arrives at Philadelphia. 6-10 A. M.
ERIE EXPRESS leaves Erie. 3-20 P. M.
" Williamsport. 4-25 A. M.
arrives at Philadelphia. 1-20 P. M. ELMIRA MAIL leaves Lock Haven. 650 A. M.
Williamsport 845 A. M.
arrives at Philadelphia 7-15 P. M.
BUFFALO EXP. leaves Williamsport 1220 A. M.
Harrisburg 510 A. M. Harrisburg. 549 A. M.
arrives at Fhiladelphia., 925 A. M.
Express East connects at Corry, Mail East at Corry
and Irvineton, Express West at Irvineton, with
trains of On Creek and Allegheny River Railroad,
ALFRED L. TYLER,

General Superintendent. CARPENTERS AND BUILDERS. R. R. THOMAS & CO., DEALERS IN

Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA. 5 26 8m GEORGE PLOWMAN

CARPENTER AND BUILDER, No. 134 DOCK STRET, PHILAEEDLPHIA

WIRE GUARDS. FOR STORE FRONTS, ASYLUMS, FAC-TORIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornamental

Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by M. WALKER & SONS,

@ Sfmw5 No. 11 N. SIXTHStreet. WOODLANDS CEMETERY COMPANY,_

W CODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1869:
ELI K. PRICE, President.
William H. Moore,
Samuel S. Moore,
Gillies Dallett.
Rewin Greblo,
Secretary and Treasurer, JOSEPH R. TOWNSEND.
The Managers have passed a resolution requiring both Lot holders and visitors to present tiekets at the outrance for admission to the Genetery. Tickets may be had at the Office of the Company. No. 818 ARCH Street, or of any of the Managers.

EMPIRE SLATE MANTEL WORKS.